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NRO & USAF REVIEWS COMPLETED

Copy II

23 August 1963

MEMORANDUM FOR: Assistant Director, OSA
Deputy Assistant Director, OSA

SUBJECT : Summary of OSA Activities for Week Ending
21 August 1963

IDEALIST

2. In view of this pending deployment, it will be necessary to recall the Detachment's three U-2C aircraft from loan to SAC. The Director, Program B, NRO, Colonel Ledford, has requested that the D/NRO recall these three aircraft as soon as possible in order to prepare them for deployment.

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4. On 16 August, [redacted] OSA, demonstrated a parachute-seat kit combination to the Edwards Air Force Base IDEALIST group. This system was to be appraised for possible use in the IDEALIST vehicle. After considerable discussion, it was agreed that the system was not suitable for use in the present IDEALIST aircraft configuration. It was recommended that the Q445 kit, already in prototype stage, be used, incorporating these features and adding those found to be deficient for their needs in the demonstrated system. This would then fill the IDEALIST program need for an improved escape-survival system. A meeting has been tentatively arranged by Lockheed to program the development of the Q445 kit for integration into the IDEALIST Project.

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EARNING

The Secretary of Defense has authorized procurement of long lead items for the procurement of 25 R-12 (EARNING) aircraft.

CORONA

The Director, CIA, has requested that at least one and possibly two CORONA/J backup shots be arranged as a precaution against difficulties which might be encountered with the CORONA/J mission 1001, scheduled for 23 August.

ARGON

The Director, CIA, has emphasized that since ARGON Mission 9058A, scheduled for 27 August, is very important, it should not be permitted to slip and the greatest care should be exercised to ensure its success.

DIA

The Defense Intelligence Agency has gone to the NRO requesting that certain operational mission data be furnished them in a timely and secure manner. It is determined essential that DIA receive mission notification information in order to adequately program and plan exploitation operations in support of DOD and some CIA components. For this reason, NRO has proposed to CIA that DIA be established as a tributary of [redacted] so that they can receive the required traffic directly from the originator. DIA will then serve as a single focal point for passing required operational data to other DOD agencies, a procedure in consonance with currently established NRO policies. A meeting will be held with representatives of NRO and DIA to discuss this link.

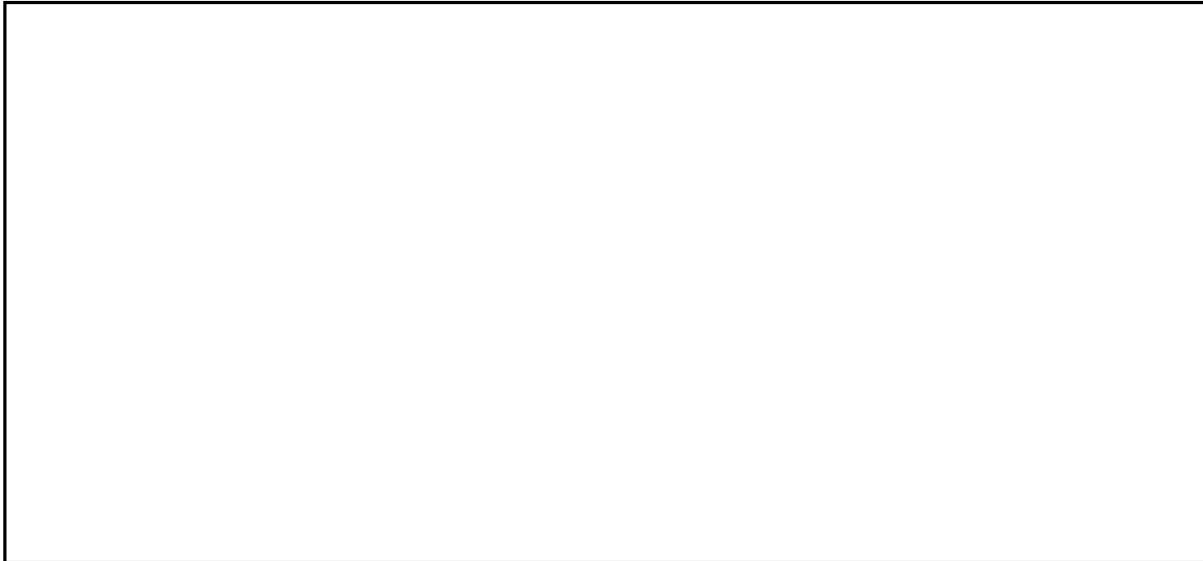
TAGBOARD

The USAF has a mobile X band tracking system that might be of great value in the testing phase of TAGBOARD. The unit has a drone control and a real time plotting capability. By adding a small flush mounted antenna to the AQ-12 and its drone, it is possible to track and control drones from either ground stations or an airborne platform. Rome Air Development Center will present a briefing on this system in the Pentagon on 10 September and representatives from OSA are invited to attend.

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OX CART

1. The Chief, Operations Division, OSA has proposed to the AD/OSA that a nominee pool of 3 or 4 A-12 pilots be established for the OXCART program. In order to select three or four pilots, 15 or 20 nominees must be assessed. At this time there are nine pilots in the OXCART program against the original requirement of ten. The requirement for the additional three or four pilots in the pool stems from the expected pilot attrition during the pre-operational phase.

2. AFIGO-S has advised that 100,000 gallons of PF-1 fuel will be supplied  from Castle Air Force Base to relieve an anticipated fuel shortage prior to receipt of new supply from the contractor. This delivery should be completed by 21 August. They also plan to blend JFA-5 with off spec fuel to bring it up to standard. The blending will be in accordance with refinery procedures which have been tested by the Shell Oil Company and found satisfactory.



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5. [] Modification Committee urges Headquarters' approval and implementation of the following modifications to the A-12 (OXCART vehicle) and its support systems:

- (a) since the present three-position toggle switch is considered a safety hazard due to its small size, location and the fact that it is unlighted, a new drag chute control is recommended in the form of a small "T" handle switch,
- (b) installation of a higher lift cam in the throttle quadrant to require a higher, more positive lift to pass idle detent, (c) []

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- (d) a small repeater master caution light be installed in the viewfinder, (e) exchange locations of air refueling disconnect control and autopilot release control, (f) modify ejection seat D-Ring, (g) provide for seat firing after failure of canopy jettison sequence, (h) modify pressure suit controller emergency oxygen hose connections to afford easier disconnect by the pilot, (i) install suitable flap of reflective coated cloth over pull cord and handle to prevent inadvertent pulling of suit flotation valve cord while in cockpit, (j) provide ground disarming loop in seat rocket initiating system, (k) provide funds for conduct of a controlled feasibility study in altitude chamber environment for moisture intake to determine feasibility of the moisture intake during high altitude pressure suit flight, (l) study feasibility of providing forward slewing of viewfinder optics, (m) provide some positive indication of INS malfunction, (n) improve the readability of oxygen system, (o) relocate face heat control by moving knob forward on console, (p) provide flood lighting on both sides of the cockpit for night viewing of emergency map cards, check lists, etc., (q) provide hand

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hold for use by pilots in pulling self forward in seat,
(n) authorize a primary contractor study of feasibility
of regulating the cockpit pressurization by constant dif-
ferential, as opposed to present system of constant 26,000
level.

for 
Chief, Programs Staff
(Special Activities)

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